

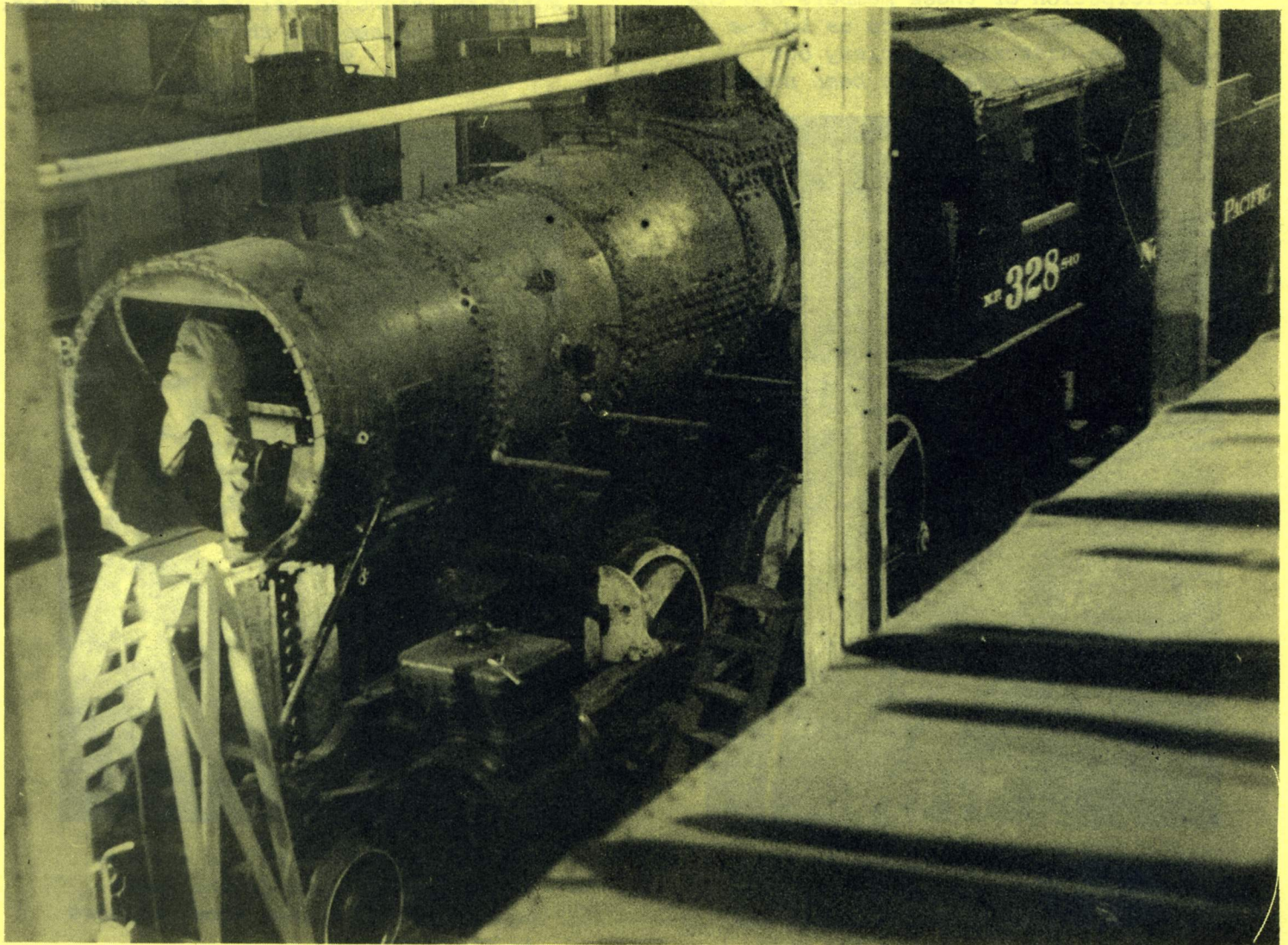


# MINNEGAZETTE



Official Publication of the Minnesota Transportation Museum, Inc.

September - October 1977



*PROGRESS AT COMO... Bob Renz and his crew have work on Northern Pacific Number 328 well under way at our Como Shop building in St. Paul. With the jacket removed, you can see that it took a lot of rivets to hold a steam locomotive boiler together!*



Official Publication of The Minnesota Transportation Museum, Inc.



**MINNEGAZETTE**

Published Bi-Monthly for members in good standing of the Minnesota Transportation Museum Inc.  
Post Office Box 1300, Hopkins, Minnesota 55343

All material for publication should be addressed to the Editor, Gordon Frederick, 8680 Cedar Ave. S., Apt. 201, Bloomington, Minnesota 55420

### THE PRESIDENT'S MESSAGE

The number of Como Shop 'regulars' has risen dramatically over the past two months with as many as 30 eager volunteers attacking various restoration projects during the Wednesday night sessions. Thanks to the enthusiastic participation of these members and the funding made available to us by the Minnesota Historical Society our restoration progress has been nothing



Duluth/Superior streetcar No. 265 is really taking shape at the Como shops. While 265 gets sanded, our clean-up crew maintains the good housekeeping needed for an efficient shop.

short of phenomenal! Dan Patch #100 is once again resplendent in its original midnight blue livery, Duluth/Superior Transit car #265, with new wainscoating, trim, roof canvas and yellow finish coat no longer looks like someone's derelect summer cottage, and the ex N.P. ten-wheeler #328 is in several hundred pieces. Luckily, R. Renz and crew took many highly detailed photos to aid in the re-assembly process.

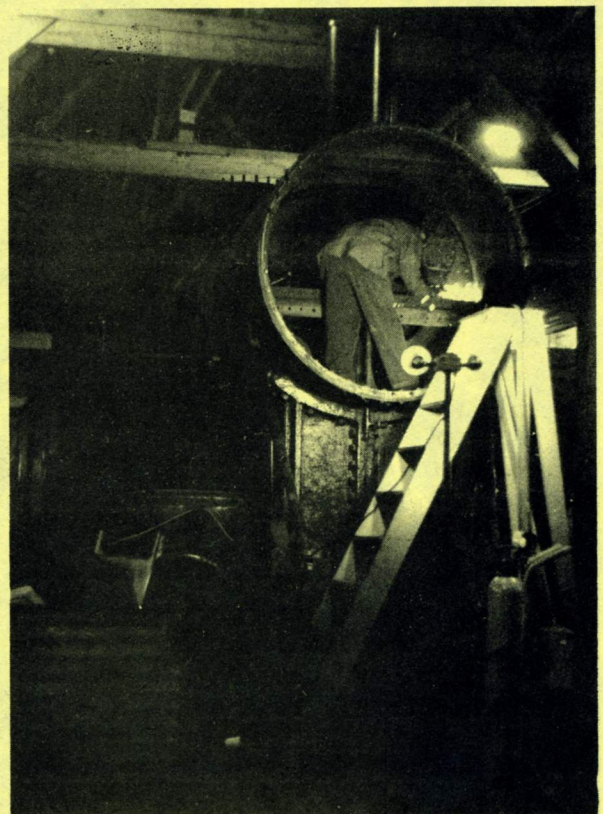
The Wednesday evening sessions begin at approximately 7:00pm and will continue throughout the fall and winter.

Attendance at the Saturday work sessions on the Como-Harriet Line, however, is still only averaging 50% of those members scheduled. Perhaps after labor day weekend, more people will pitch in to help complete our Northern Extension before the snow flies.

I hope to see you there!

Thanks

Frank Sandberg



That's Ron Beck with the cutting torch hard at work in the smoke box of #328. Photos show progress as of August 10.





WEDNESDAY EVENING AT COMO...the bright lights in the shop building indicate M.T.M. members hard at work on the many restoration projects. Why not join them? Work sessions begin at about 7pm every Wednesday.

#### FRANK SANDBERG SPEAKS AT M.T.C. GATHERING

The occasion was the 3rd annual Metropolitan Transit Commission awards banquet on August 13, 1977 held at the Marquette Inn in downtown Minneapolis. Attendees included commission Chairman Doug Kelm, the MTC executive committee, commissioners, bus rodeo finalists, and individuals with 25 or more years of driving experience on both streetcars and busses without an accident, along with their spouses. M.T.M. was represented by Scott and Cathy Heiderich and Frank and Judy Sandberg. Frank was invited to deliver the banquet address. His topic included a brief history of the Twin City Rapid Transit Company and included his own views relating to future transit in the Twin Cities.

The address concluded with the showing of a short selection of slides of our Como-Harriet operation along with a portion of a 16mm color film produced by Bert Baker featuring Twin City streetcar operations during the early 1950s.

#### AWARD TO RAILROAD SERVICE INC.

On Friday, August 5, the M.T.M. Board of Directors presented a 'token

of appreciation' to Harold Brace, E. Donald Matson and the employees of Railroad Service Inc., of Lakeville for their outstanding contribution to our Northern Extension this spring. The award consisted of a handsomely displayed model of #1300 encased within a clear plastic shield and permanently mounted to a polished walnut base. A suitably engraved brass plaque was attached to the base as a permanent reminder of our gratitude. Thanks also to those M.T.M. members who took part in the preparation of this attractive display, including George Isaacs, Loren Martin, Judy Sandberg and Scott Heiderich.

#### STREETCAR ATTRACTING RECORD NUMBER OF PASSENGERS

As of Sunday, August 14, old #1300 has carried 40,020 passengers in regular scheduled service. This is 4,265 more for this date than the number we carried in 1972, our record year! If this increase continues through the end of the operating season, we will reach 50,000 for the year! This is all the more surprising when other streetcar Museums around the country are reporting up to 10% in losses over last season.

We are ahead almost 20% over last year at this time. We have taken in \$8,927 in fares and \$3,270 in donations for post cards and brochures so far. I feel that we have several factors involved in this increase. They include the fine performance of our operators in volunteering time to run the car in such a professional manner, the extension of the line, some fine publicity, and perhaps the energy crunch. Certainly the appearance of our line and car are also important. Ray Bensen Sr. and Ted Kane have done a fine job of keeping the car up to snuff in appearance and mechanically. The appearance of the line and garden area is great, with no small thanks to Frank and Judy Sandberg and Betsy and Ken Snyder. I would also like to thank the entire Ray Bensen family for all the work they did in preparing our five pack of post cards for use on the car. If we can do this well with the short section of the northern extension that is now open, think of how well we'll do when the track is in operation to 36th street!

Scott Heiderich

V.P. Vehicle Operations

**ATTENTION PHOTO BUGS - here's your BIG CHANCE! It's Big Scott's Giant SUPER DELUX POST CARD PICTURE CONTEST!**

Our venerable delux #1300 post card that we offer for a 25¢ donation on the car should be replaced for next year's operation. We get many return riders, and, let's face it, they only want so many of our post cards. So let's come out with a new delux post card for next year. We need the help of our member photographers for this one. If you are interested, go out to the site and take some color transparencies of the car and submit your best shots to me. A committee will choose the best one and have it reproduced with the photographer's name on the back. Any type of setting is okay, as long as it is in good taste, contains #1300, and is on our Como-Harriet Streetcar Line. If you need special posing of the car, contact me to arrange this. I do emphasize that we want a high quality shot. Thank you.

Scott Heiderich

645-3333

...AND SOME THOUGHTS ON SCOTT'S CONTEST FROM THE PUBLIC RELATIONS DEPARTMENT...

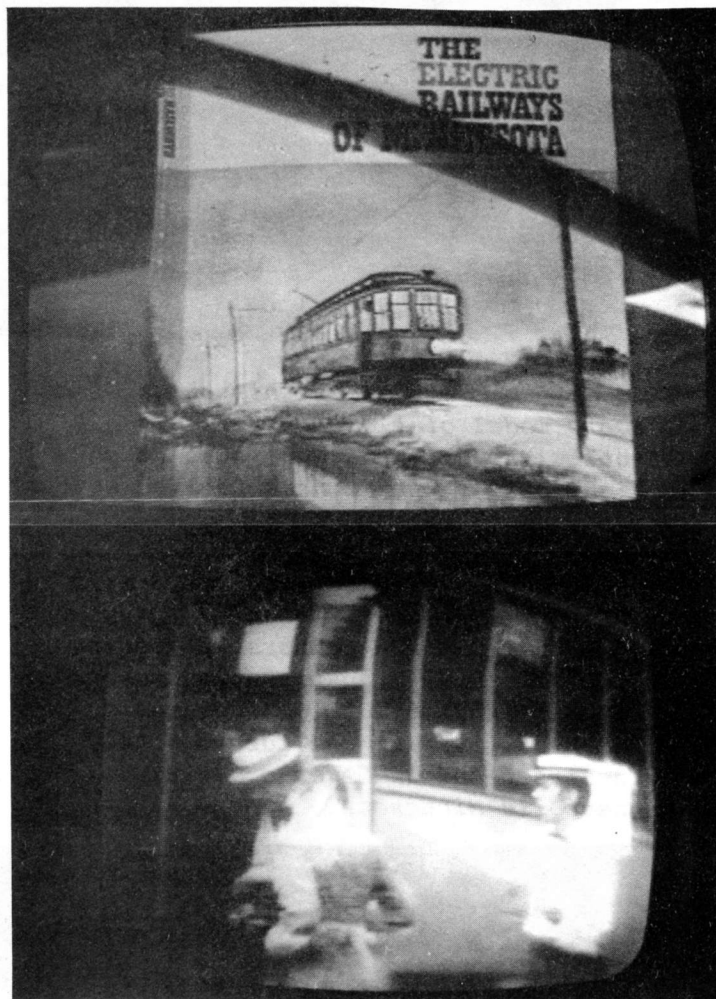
While your photograph should be as technically perfect as possible, remember that what makes a contest winning, artistic picture may be useless as a postcard or publicity shot. We need a postcard with a good, crisp view of #1300, so that when the motorman holds it up during his speech, the folks on the back platform can tell that it's a picture of a streetcar. A view of the car thoroughly lit by bright sunlight is the best. Nighttime shots, snow scenes, cloudy days, or backlit scenes may win photo contests, but they won't be as easy to see for that fellow on the back platform. Autumn scenes too, might not work out too well, if the yellow car is lost on a background of yellow leaves.

Although #1300 must be the main part of your picture, think of ways to add interest to your slide. A group of folks waving to a passing streetcar load of happy riders would add life, and show how much people enjoy a ride on #1300. Other museums have come up with interesting shots by posing vintage automobiles near their equipment, making sure, of course, that the horseless carriages are in the background. One steam museum has a picture of an old auto stalled on the track with it's owner trying to make repairs, while the engineer of the train patiently waits. You might do a real production number, and have people in your scene dressed in period costumes. A scene from our new videotape on the MTM starts with a little 'costume epic' with the men with straw hats and bow ties and the girl in an old fashioned long skirt (see the item on our show on Channel 9). But don't get carried away! The folder I turned out for the streetcar at the beginning of the operating season was an example of everything to AVOID! It was designed to be reminiscent of brochures put out by the big traction companies (Twin City Lines, Pacific Electric, etc.) back in the heyday of the streetcar (1910 to 1930 or so), with the first two panels designed in an old fashioned style. Well, the idea didn't go over, and I have

designed a nearly completely new folder (enclosed) along more conventional lines. (By the way a photo of #328 will eventually replace the shot of #100). Oh yes, and as your editor found out the hard way, members don't appreciate back views of #1300!

A SPECIAL THANKS TO KMSP-TV, CHANNEL 9...

...for airing a 10 minute spot about MTM on the Good Morning Minnesota show on August 15 at 6:30am. Most of the spot consisted of our new videotape of the streetcar in operation today. Also included are shots of our recent northern extension construction. The interview portion included a great plug for "THE ELECTRIC RAILWAYS OF MINNESOTA" book. Host of the program, Jere Smith,



ABOVE: The book gets a good plug on TV.  
BELOW: Simple costumes used to open our new videotape (as seen on Channel 9 recently) could be used for postcard setting ideas.

admitted prior to the taping that he had more than a passing interest in Twin City streetcars. As a youth, he had worked in the Twin City Lines office!

We would also like to thank Mr. Don Lekan of the Hennepin County Vocational Technical Schools for donating the time to make the film-to-videotape transfer that made this epic possible.

ALSO THANKS TO CLAUDE NEWMAN OF WOODCRAFT HOBBIES...

...for featuring the M.T.M.'s book on his Woodcraft Hobby show recently. Bill Graham did a fine job representing the Museum and the show included a film clip on MTM. Claude advises that he will make a copy of the 16mm, silent film (which was assembled by your Editor from his own footage and some WCCO news film) available to us. Sorry, I didn't get word of this show in time to get some photos from the 'tube'.

REMEMBER FOR ANY PUBLIC PRESENTATIONS ABOUT THE M.T.M.....

...your editor will gladly supply you with the 16mm film (which runs about 5 minutes in its entirety) mentioned above, or our new 7½ minute color, sound videotape. The tape is available in ½" format (for schools, etc.), or a ¾" 'U-Matic' cassette format for broadcast applications. If you need help in deciding which of these epics to use, I'll be glad to help. I've also got several other multimedia shows on railroad and transit subjects available free to interested groups. Just let me know what you need.

Gordon Frederick

WELCOME NEW MTM MEMBERS!

Since the last issue of the Minne-gazette, the following names have been added to the MTM membership list:

Robert Ball, Minneapolis; Frank Bifulk, Little Canada, MN; Shawn and Carolyn Brede, Minneapolis; Timothy Costello, Forest Hills, NY; Louis Hoffman, Chicago, IL; Neil Howes, St. Paul; Donna Jones, Minneapolis; Little Oscar's Restaurant, Hampton, MN; George Marks, St. Anthony, MN; William Posten, Minneapolis; Jennifer Schneider,



Minneapolis; Fred Wessbecker, Minneapolis; and Robert Wise, Rochester. Welcome Aboard!

David Norman  
Membership Secretary

#### SMALL ENGINE MECHANICS...ATTENTION...

We have a number of small gas engines at the Como-Harriet Streetcar line that need periodic maintenance that they don't get now. We need a volunteer MTM member who is willing to undertake the maintenance of these machines. They include the speeder, tool carts, lawn mowers, rail drills, rail saw, and arc welder. Please contact me if you are willing to take over this project. It does NOT include heavy work, merely some knowledge of small gas engines and associated machinery, and a desire to do a good job.

Ken Snyder  
926-5755

#### MINNESOTA TROLLEYFEST TO BE HELD SEPTEMBER 23 to 25

People interested in streetcars, both model and full sized, will be coming from as far away as Detroit, Cincinnati, and Maryland to attend the Minnesota Trolleyfest, to be held at the Hotel Curtis in Minneapolis. There will be a hospitality room Friday evening for meeting fellow traction enthusiasts and for viewing vintage trolley slides and films. The exhibit hall will open Saturday morning and will feature modular model trolley layouts, displays of model traction equipment, traction books, photographs and artifacts, some of which will be for sale. Clinics will include modular layouts, overhead wire, and modern light rail transit. Saturday evening will start with a reception, followed by a smorgas-board banquet, and a bus tour of home model trolley layouts in both O and HO scales. Included is a visit to the Twin City Model Railroad Club in one of its last public showings before the club closes due to final closure plans for the St. Paul Union Depot.

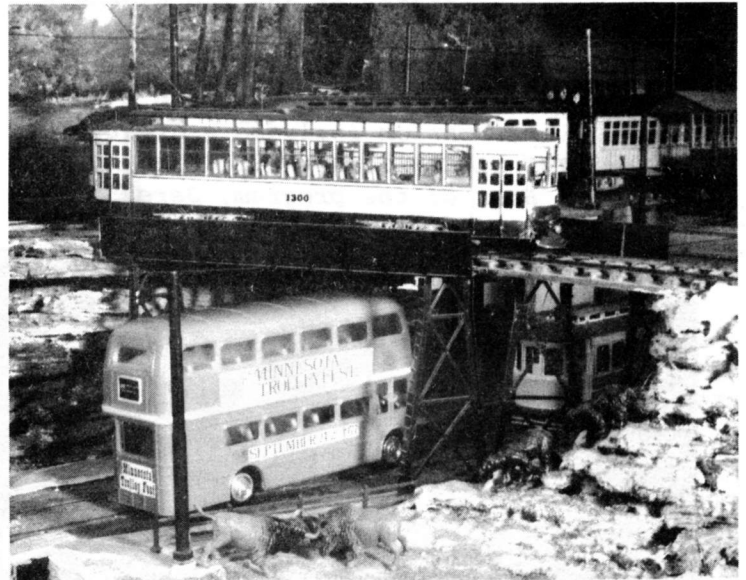
Sunday morning, an MTM bus will take the participants to Lake Harriet for a ride on #1300, followed by a trip to

MTM's Como Shop facility.

Full registration is \$18 (or \$16 if you bring a trolley model or layout module), and \$12 for other family members. For information, contact Chairman Bill Olsen at 920-3887.

This is the first time the Twin Cities have hosted a major meet of this kind, and it probably won't happen again for a number of years, so don't miss it!

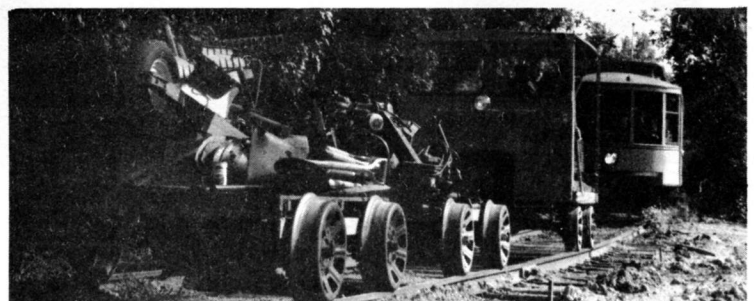
David Norman, Publicity Dir.  
Minnesota Trolleyfest



Dave Norman sends along this photo of an O scale model of #1300 on Bill Olsen's beautiful traction layout, sure to be a highlight of the 'Minnesota Trolleyfest'.

#### GENERAL MEMBERSHIP MEETING, OCTOBER 25

The next General Membership Meeting of the Minnesota Transportation Museum will be held at 8:00pm on Tuesday, October 25, 1977 at the Curtis Hotel, 10th Street and 3rd Avenue South, Minneapolis Minnesota.



Work crew heads back to the barn.



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50<sup>th</sup> anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
  - **Please credit the *Minnesota Streetcar Museum* and provide our URL [www.trolleyride.org](http://www.trolleyride.org)** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
  - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
  - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

**We Make Minnesota's Electric Railway History Come Alive!**